

SNOWMOBILE PROGRAM

REPORT FOR

2000 – 2001 SEASON



MICHIGAN DEPARTMENT OF NATURAL RESOURCES

LAW ENFORCEMENT DIVISION



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INTRODUCTION

The following summary examines fatal crashes for the 2000-2001 snowmobile season. The most recent personal injury and property damage accidents are included for the 1998-1999 snowmobile season. Trends are shown for snowmobile registrations, trail permit sales, snowmobile safety certifications, and enforcement expenditures.

This report was compiled by Law Enforcement Division of the Michigan Department of Natural Resources. Information was also obtained from:

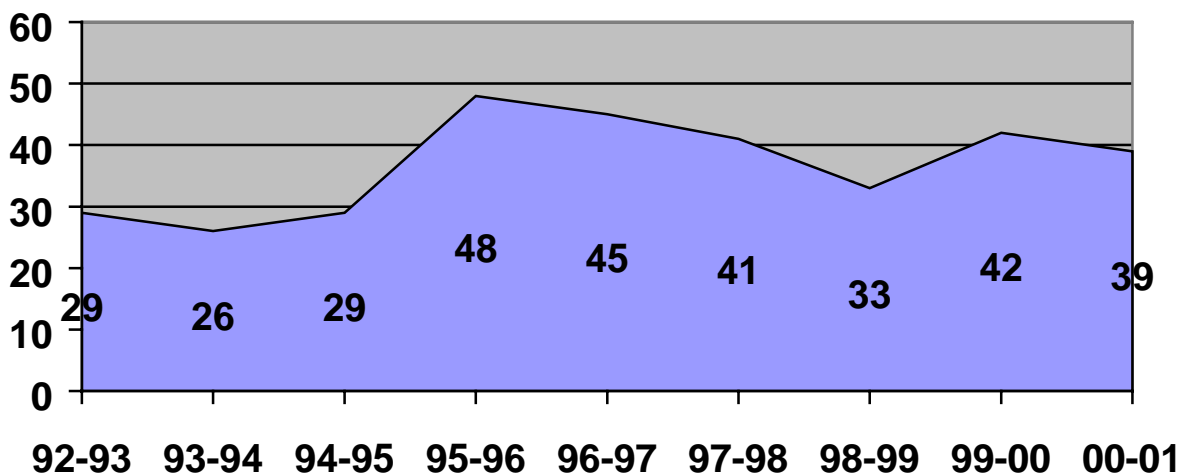
Parks and Recreation Bureau, MDNR
Forest, Mineral and Fire Management Division, MDNR
Finance and Operations Services Bureau, MDNR
County Sheriff Departments
Michigan Secretary of State
Michigan State Police

Statistics for fatal crashes and reported accidents are derived from Traffic Crash Report (UD-10) forms and Motorized Recreational Vehicle Accident Report (Supplement to UD-10) forms. These statistics are not necessarily complete.

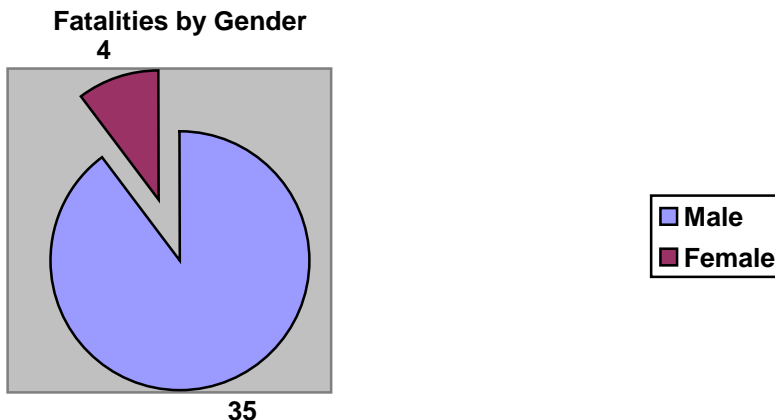
FATAL CRASHES, 2000-2001 SEASON

During the 2000-2001 snowmobile season there were thirty-seven (37) fatal snowmobile crashes in Michigan with a total of thirty-nine (39) fatalities. That is a reduction from the previous season's total of forty-two (42), and fewer fatalities than in four of the five preceding seasons.

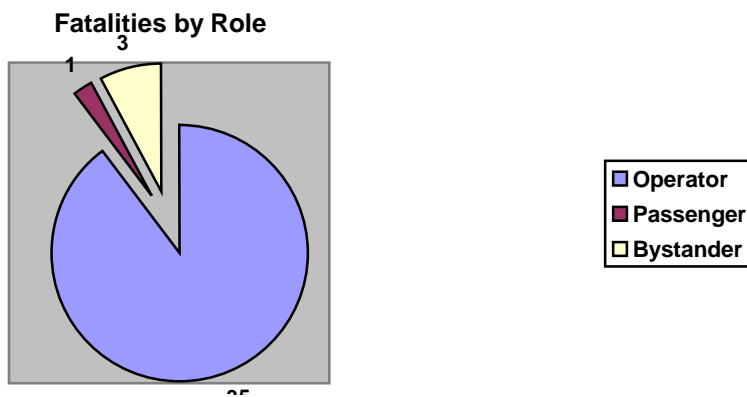
Fatalities by Season



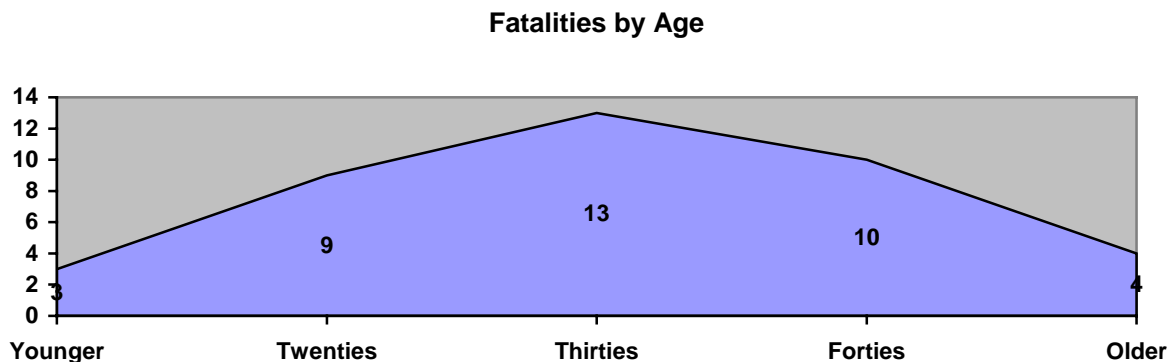
WHO were the fatality victims? Thirty-five (35), 90%, of the fatalities were male in gender. Four (4) of the fatalities, 10%, were female.



Thirty-five (35), 90%, of the fatalities were the Operator of a snowmobile at the time of the crash. One (1), 2%, was a Passenger. Three (3), 8%, were Bystanders. All of the fatality victims were involved with snowmobile activities.

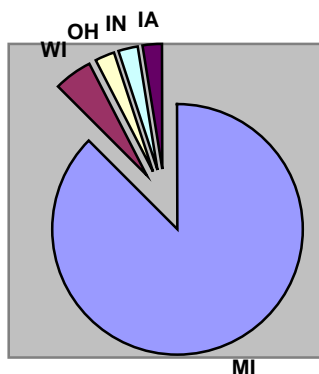


Thirty-two (32), 82%, of the fatalities were between 20 and 49 years of age. Nine (9), 23%, were in their twenties. Thirteen (13), 33%, were in their thirties. Ten (10), 26%, were in their forties. Three (3), 8%, were less than 20 years of age. Four (4), 10%, were 50 years of age or more.



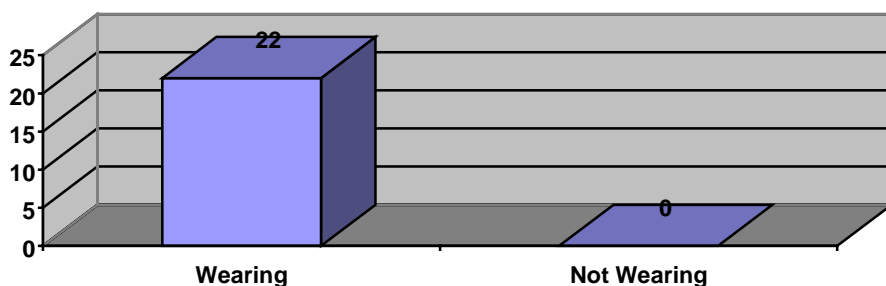
Thirty-four (34), 87%, were Michigan residents. Two (2) were Wisconsin residents. Indiana, Iowa, and Ohio each had one (1) resident.

Fatalities by Residency



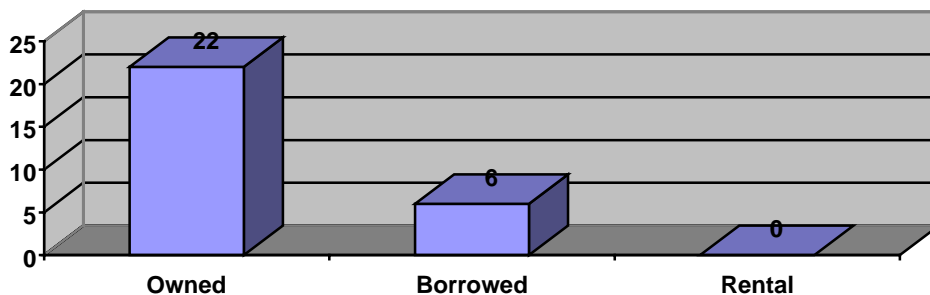
Twenty-two (22) of the fatality victims were known to be wearing USDOT Approved crash helmets. Seventeen (17) were unknown. There were no documented cases of a victim without a crash helmet.

Crash Helmet Wear

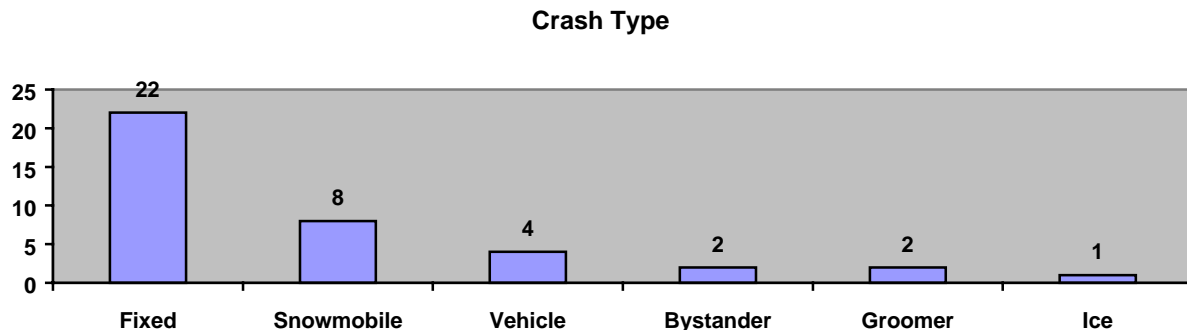


Twenty-two (22) of the snowmobiles were owned by the operator. Six (6) of the snowmobiles were borrowed. None (0) of the snowmobiles were rentals. Eleven (11) are unknown.

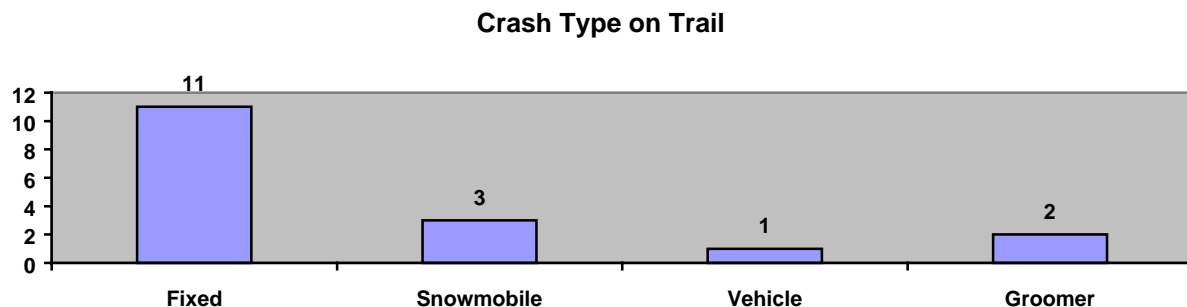
Ownership



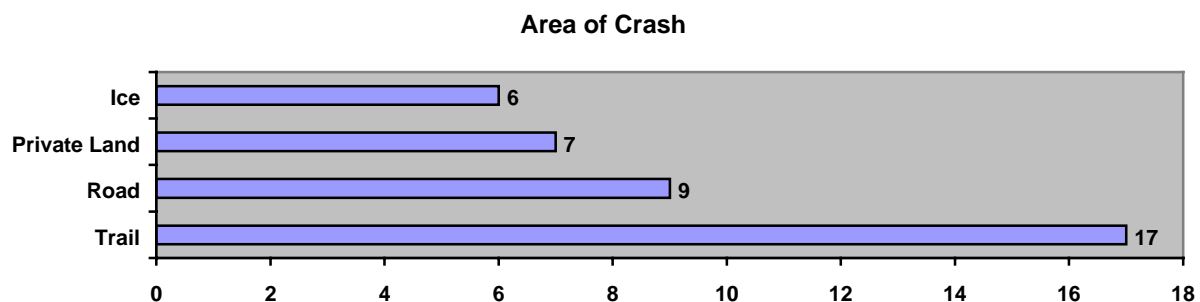
WHAT happened? Twenty-two (22) of the crashes, 56%, were collisions with fixed objects. Eight (8), 21%, were collisions with other snowmobiles. Four (4), 10%, were collisions with motor vehicles. Two (2), 5%, were 'Bystanders' struck by a snowmobile. Two (2), 5%, were collisions with trail groomers. One (1), 3%, broke through the ice on a lake. All fatalities, including Bystanders, were involved in snowmobile activities.



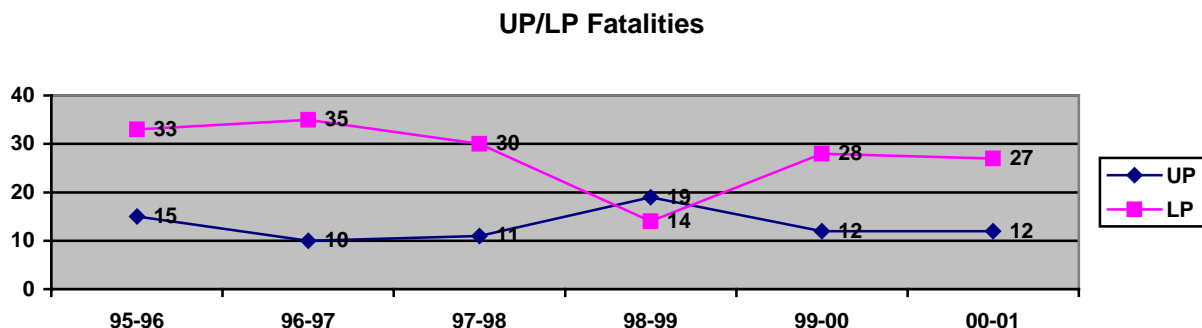
Seventeen of the fatalities occurred on groomed trails. Eleven (11) of those crashes, 65%, were from a collision with a fixed object. Three (3) were from a collision with another snowmobile. One (1) was from a collision with a motor vehicle. Two (2) were from collisions with trail groomers.



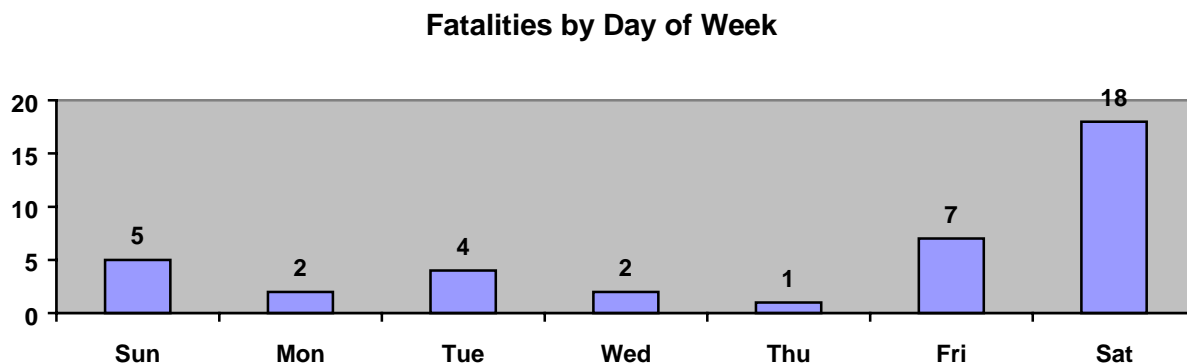
WHERE did the fatal crashes occur? Seventeen (17), 44%, occurred on snowmobile trails. Nine (9), 23%, involved roads. Seven (7), 18%, were on private property. Six (6), 15%, were on the frozen surface of lakes—including both double fatalities.



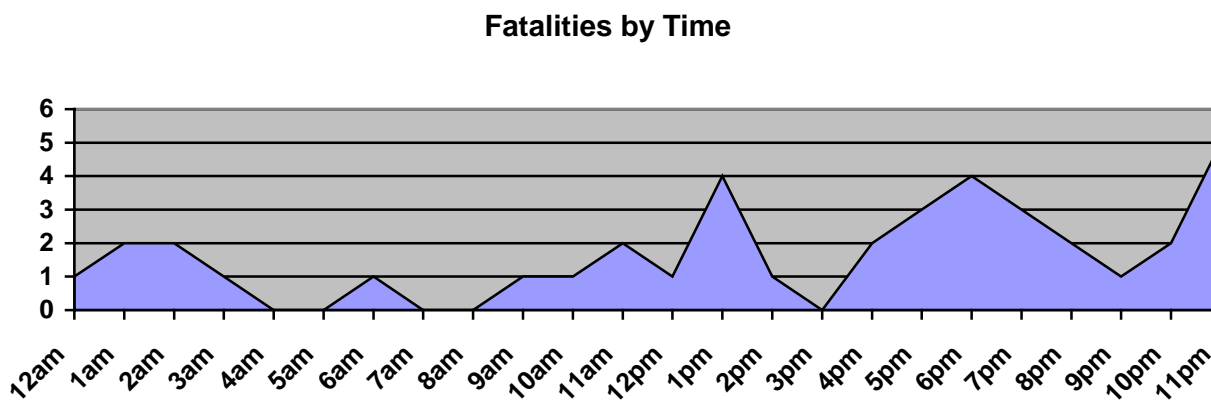
Twelve (12) of the season's fatalities occurred in the Upper Peninsula—the same as the previous season, and less than the five-season average of 13.4. Fatalities in the Lower Peninsula decreased to twenty-seven (27), from thirty (30) fatalities the previous season, and were less than the five-season average of 28.4.



WHEN did the fatal crashes occur? Eighteen (18) of the fatalities, 46%, occurred on Saturdays. Thirty-one (31), 79%, occurred on weekends (Friday evening through Sunday, and one Monday holiday).

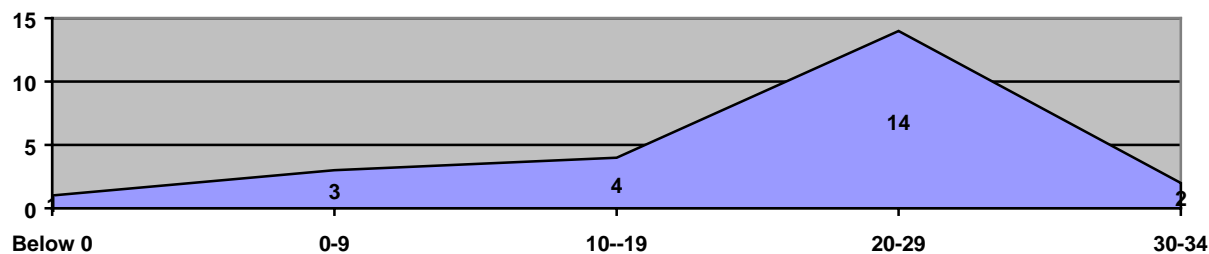


Twenty-four (24), 61%, of the fatalities occurred after dark. The highest hour of the day was 11 PM to midnight, with 5 fatalities. The next highest hours were 1 PM to 2 PM, and 6 PM to 7 PM—each with 4 fatalities.



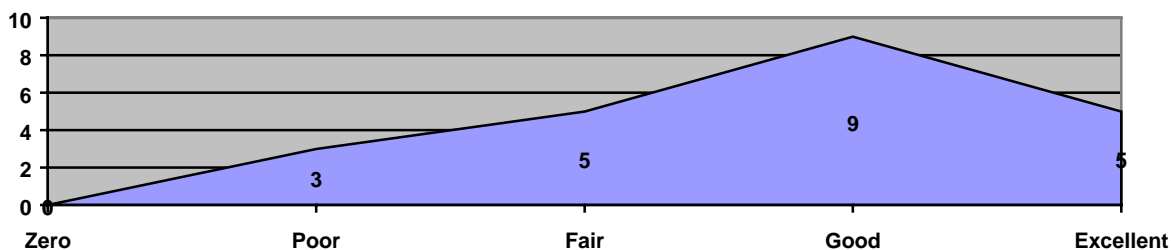
At the time of the fatal crashes, the temperature was Below 0° F for (1) crash, 0° to 9° for three (3) crashes, 10° to 19° for four (4) crashes, 20° to 29° for fourteen (14) crashes, 30° to 34° for two (2) crashes, and unknown for fifteen (15) crashes.

Temperature for Crashes



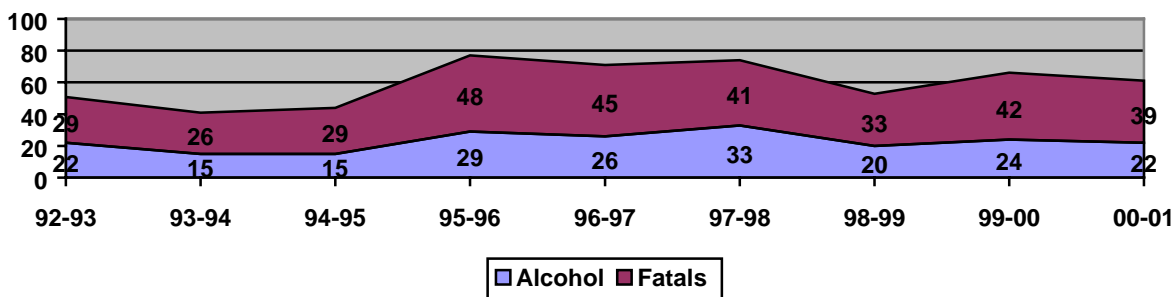
The estimated visibility at the times of the fatal crashes were none (0) with Zero Visibility, three (3) with Poor, five (5) with Fair, nine (9) with Good, five (5) with Excellent visibility, and seventeen (17) were Unknown.

Estimated Visibility

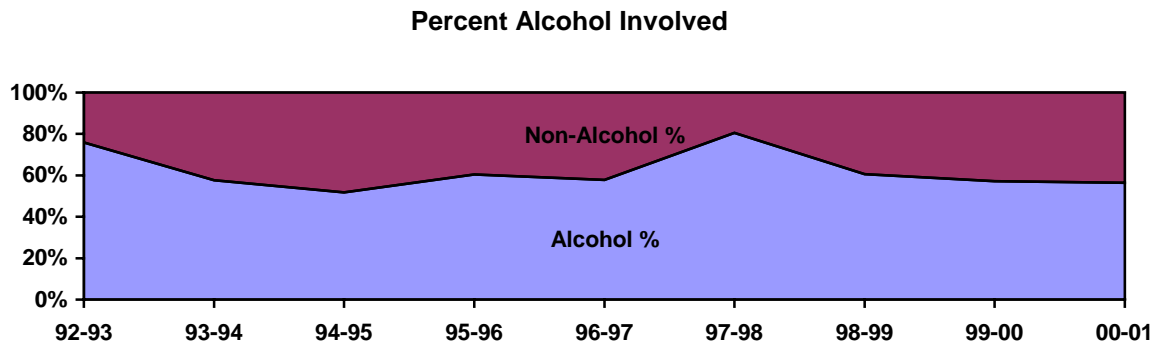


WHY did the fatal crashes occur? Alcohol consumption was confirmed in twenty-two (22), 56%, of the fatal crashes. Alcohol was not involved in thirteen (13), 33%, of the crashes. Four (4) crashes are Unknown. The number of fatalities with alcohol involvement was down by two from the previous season. The number of fatalities with alcohol involvement was lower than four of the five previous seasons.

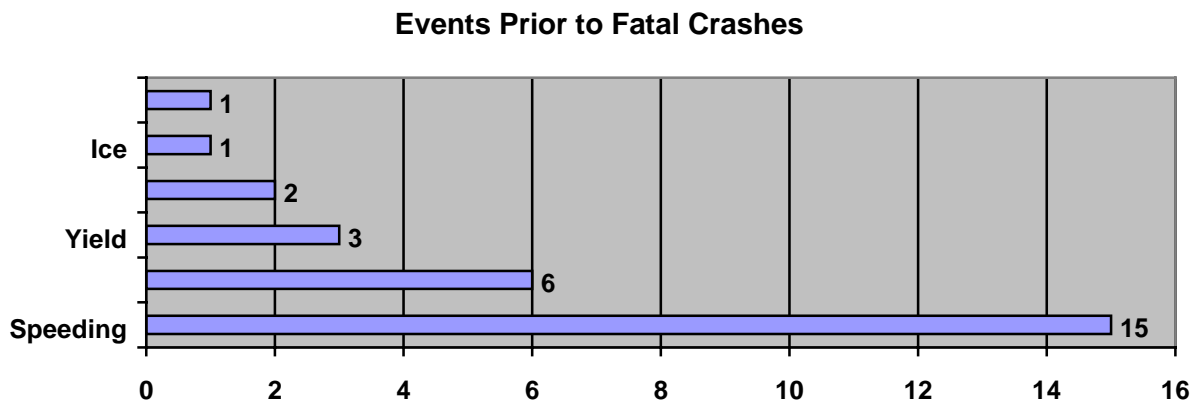
Total Fatalities v Alcohol Involved



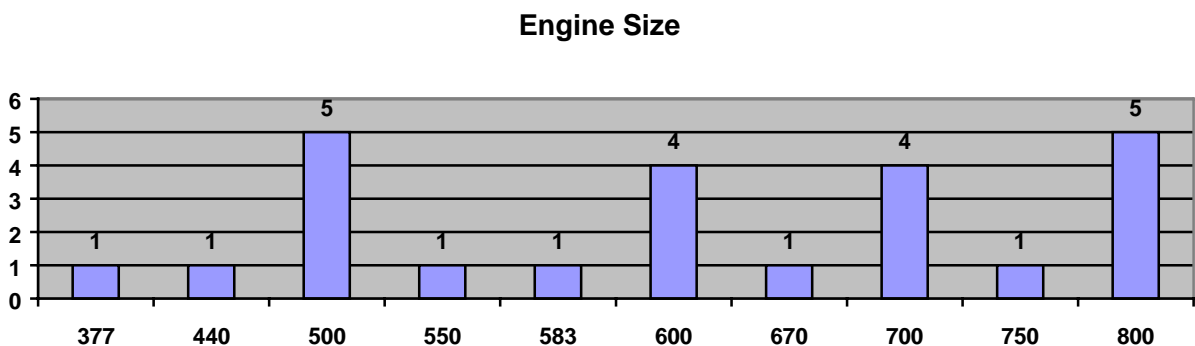
The percentage of fatalities with alcohol involvement was down to 56% from 57% the previous season. That is the lowest percentage since the 1994-95 season with 52%.



The Sequence of Events reported for the fatal crashes (some with multiple events) included the following: fifteen (15) Speeding, six (6) Careless Driving, three (3) Failure to Yield, two (2) Fell Off Machine and were Run Over, one (1) Broke Through Ice, and one (1) Jumping. Eighteen (18) crashes are unknown.



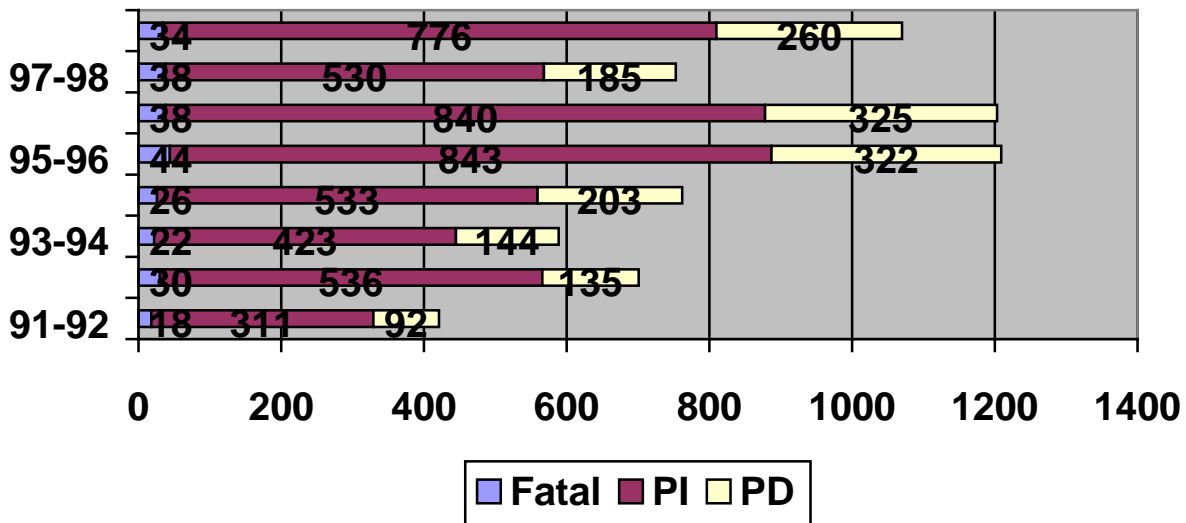
Ten (10) of the snowmobiles had an engine displacement of 700 CC or more. Twenty-two (22) snowmobiles were 500 CC or more. Two (2) snowmobiles were less than 500 CC. Fifteen (15) are unknown.



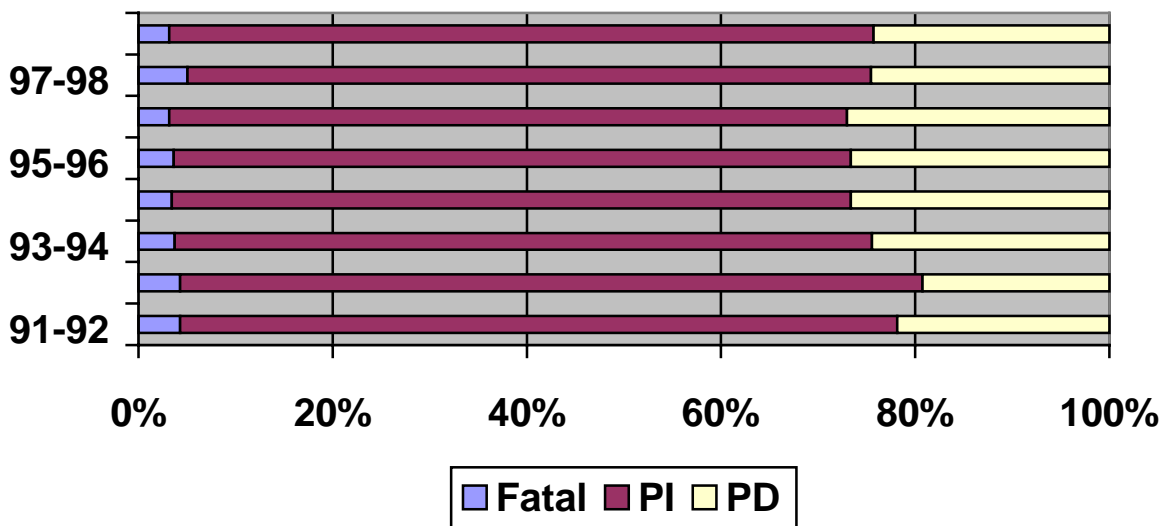
ALL REPORTED ACCIDENTS

Public Act 451 of 1994, Part 821 Snowmobile (MCL 324.82132) requires accidents resulting in injuries, death, or property damage of \$100.00 or more to be reported to the Michigan Department of State Police (MSP). The latest available data from MSP is for the 1998-1999 season. These statistics are for total numbers of accidents—as opposed to the total number of fatalities, injuries or snowmobiles involved.

Accident Categories by Totals



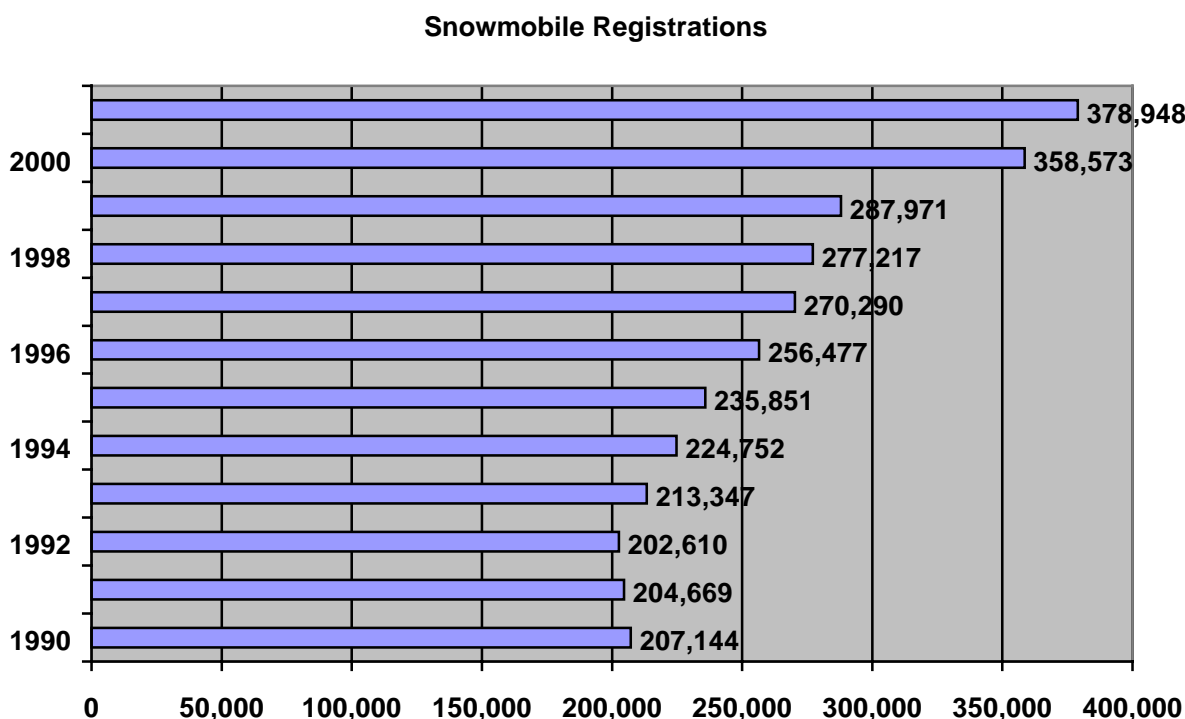
Accident Categories by Percent



REGISTRATIONS

Snowmobile registration data is compiled by the Michigan Secretary of State on a monthly basis. To compare snowmobile seasons, the May reports were used to represent each season. The data includes expired registrations from the previous season if the registrations were not renewed or canceled, and if the snowmobiles were not reported to be junk, stolen, or abandoned.

The May 2001 registration report shows a total of 378,948 snowmobiles. It is the ninth consecutive year with an increased number of registrations.



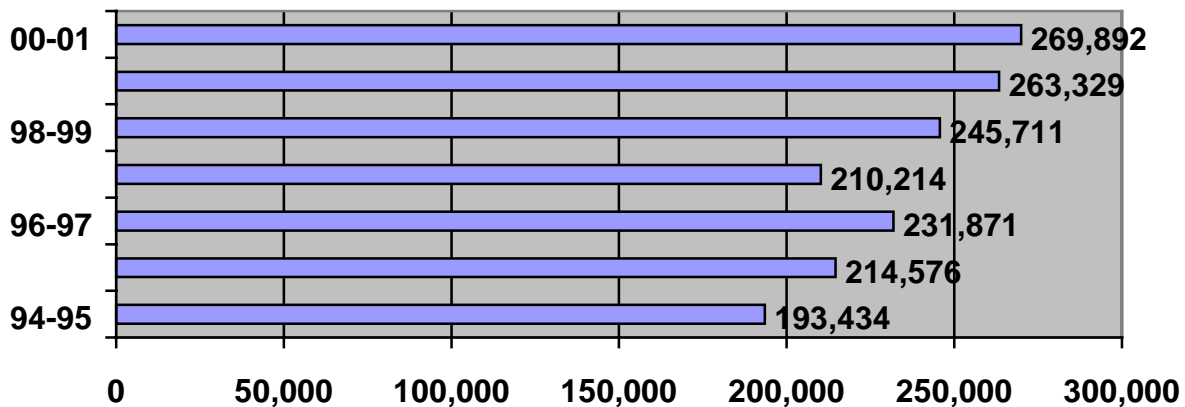
Michigan residents account for 98% of the snowmobiles registered in Michigan, with 2% registered to nonresidents. Nine counties in the state individually account for 2% or more of the total registrations.

COUNTY	REGISTRATIONS	% OF TOTAL
Oakland	30,953	8%
Macomb	23,122	6%
Wayne	21,530	6%
Genesee	16,781	4%
Kent	13,814	4%
Saginaw	10,019	3%
Ottawa	8,335	2%
St. Clair	8,077	2%
Livingston	8,036	2%

TRAIL PERMITS

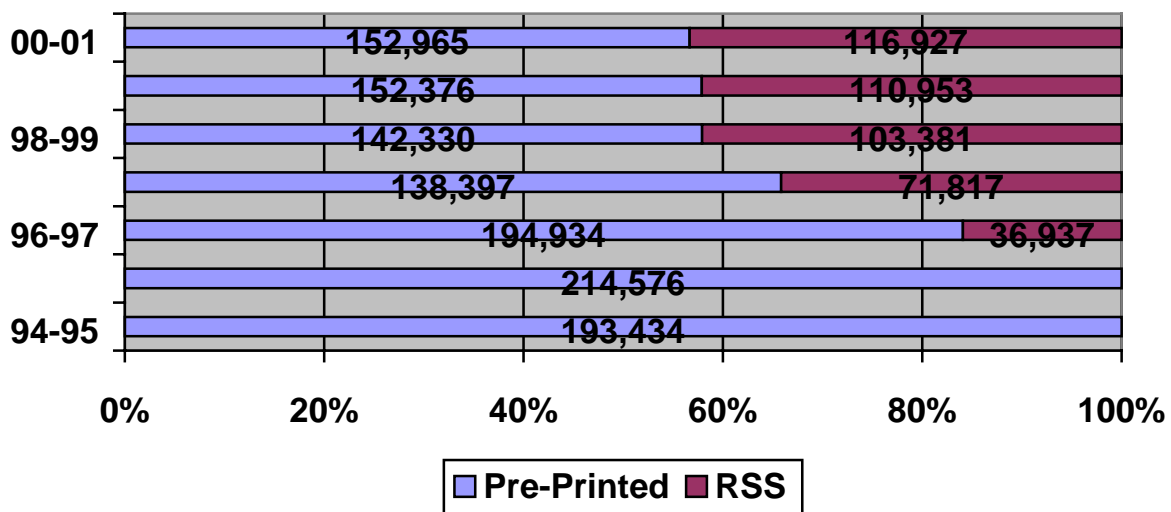
The sale of Trail Permits in Fiscal Year 2000-01 increased by 6,563 permits, 2 ½ %, from the previous season. It is the third consecutive year with increased sales, and the highest number of permits sold in a fiscal year.

Trail Permits by Year



Pre-printed Trail Permit sales increased by 589 permits, 0.4%, from the previous season. It is the third consecutive year with increased numbers of pre-printed permits sold, although it represents a decrease in the percentage of total sales to 57% from 58% the previous season. Trail Permits sold through the Retail Sales System (RSS) have increased in numbers each year since they were introduced in Fiscal Year 1996-97. RSS sales increased by 5,974 permits, 5%, from the previous season. RSS sales increased to 43% from 42% of total sales.

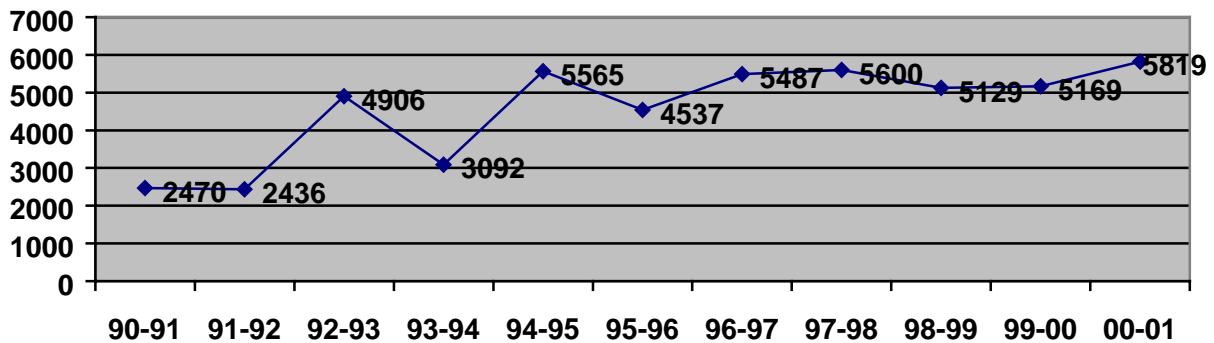
Trail Permits by Percentage



EDUCATION

Snowmobile safety certificates have been issued to 5,819 students this fiscal year. That is the highest number of certifications in a single season, and the fifth consecutive year with more than 5,000 students certified.

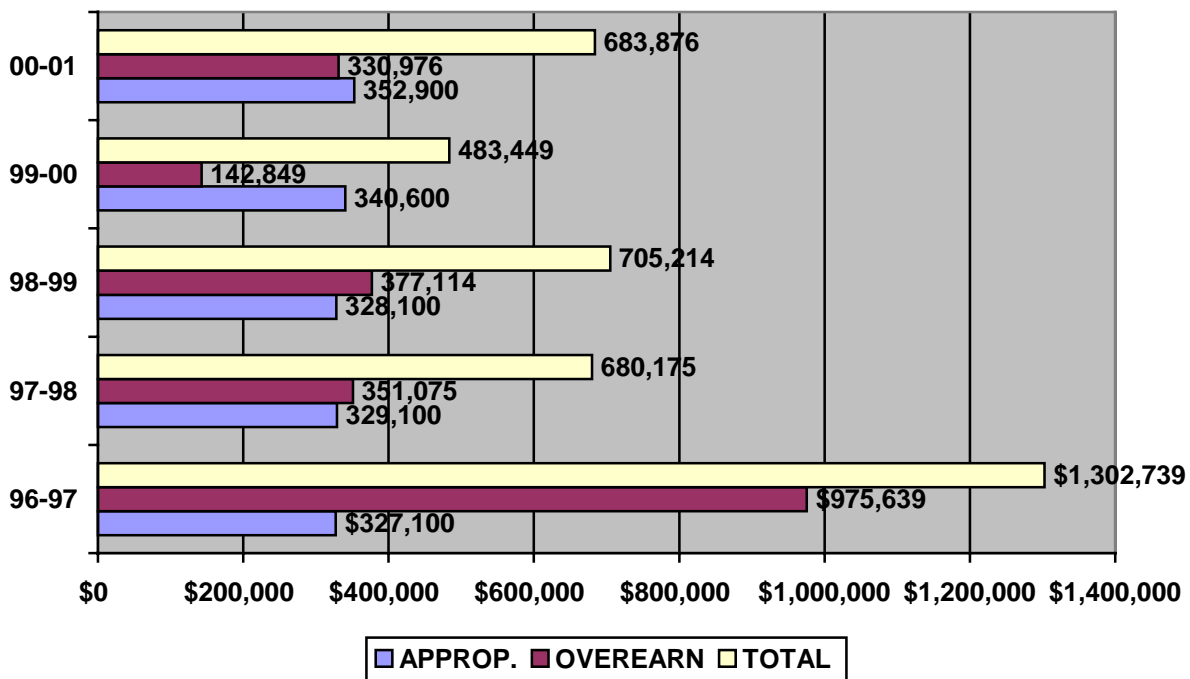
Students per Season



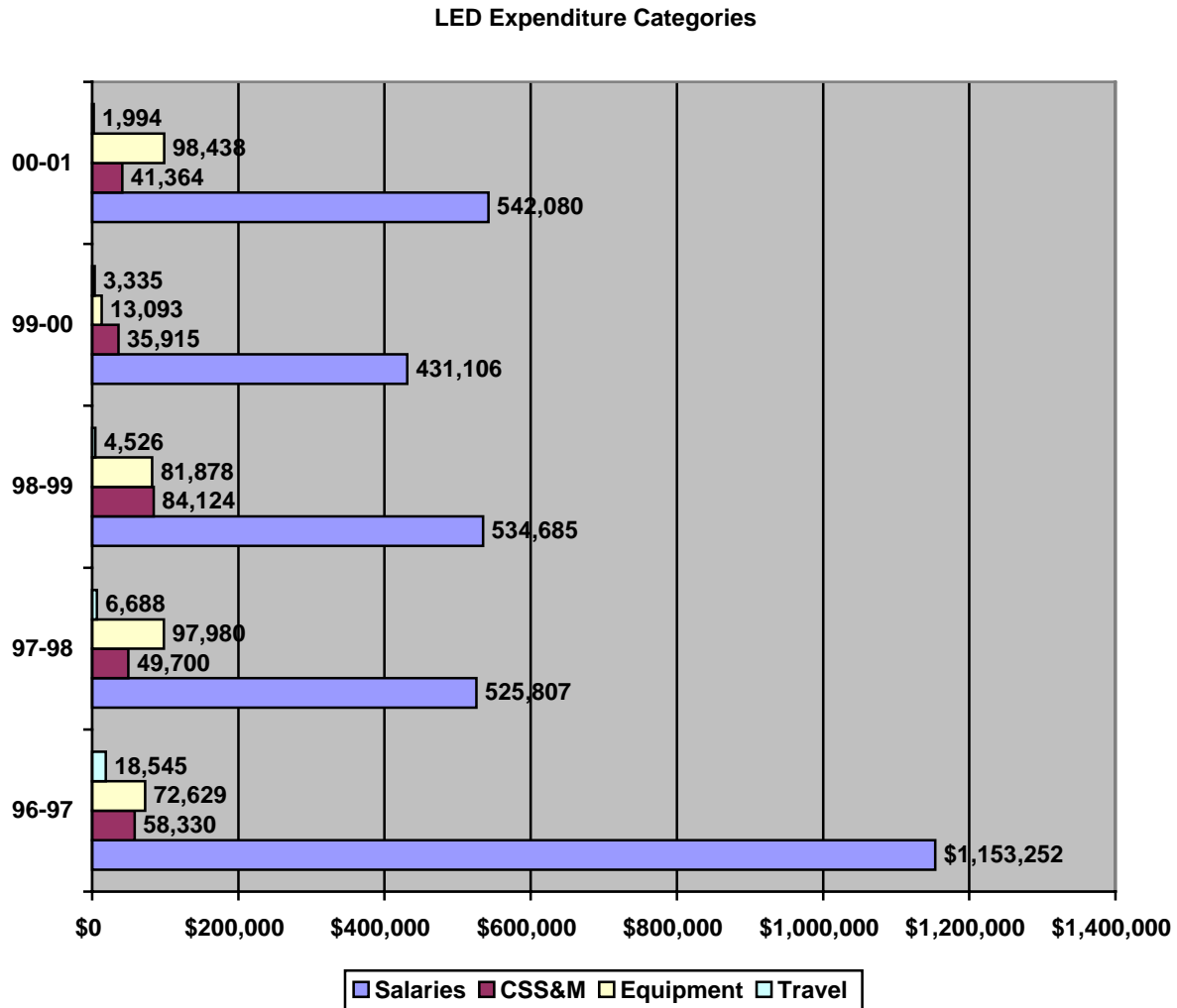
LAW ENFORCEMENT DIVISION BUDGET

The LED snowmobile appropriation for fiscal year 2000-2001 increased slightly to \$352,900, from \$340,600 the previous year. Overspending more than doubled to \$330,976 (as of 03/31/01) from \$142,849. Total expenditures increased by 41%, and increased as a percentage of the LED budget to 2.7%, from 1.7% the previous year.

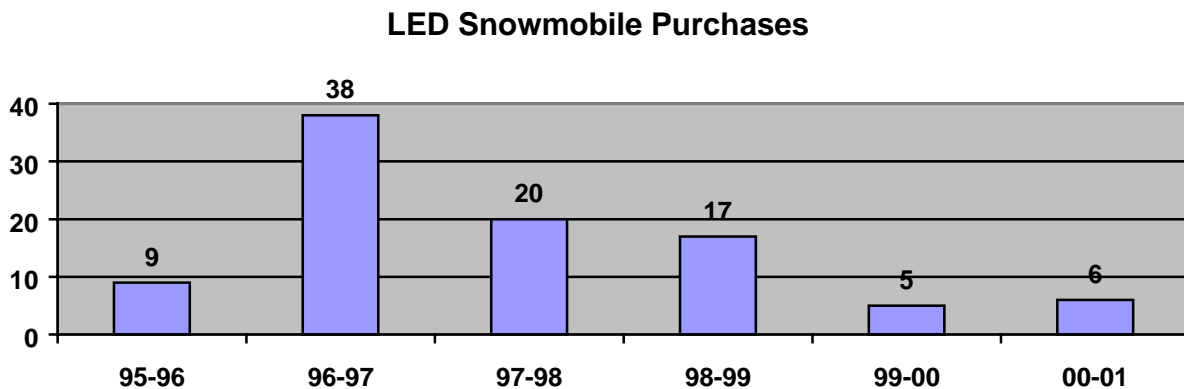
LED Expenditures



79% of LED's snowmobile program expenditures, \$542,080, was for salaries.



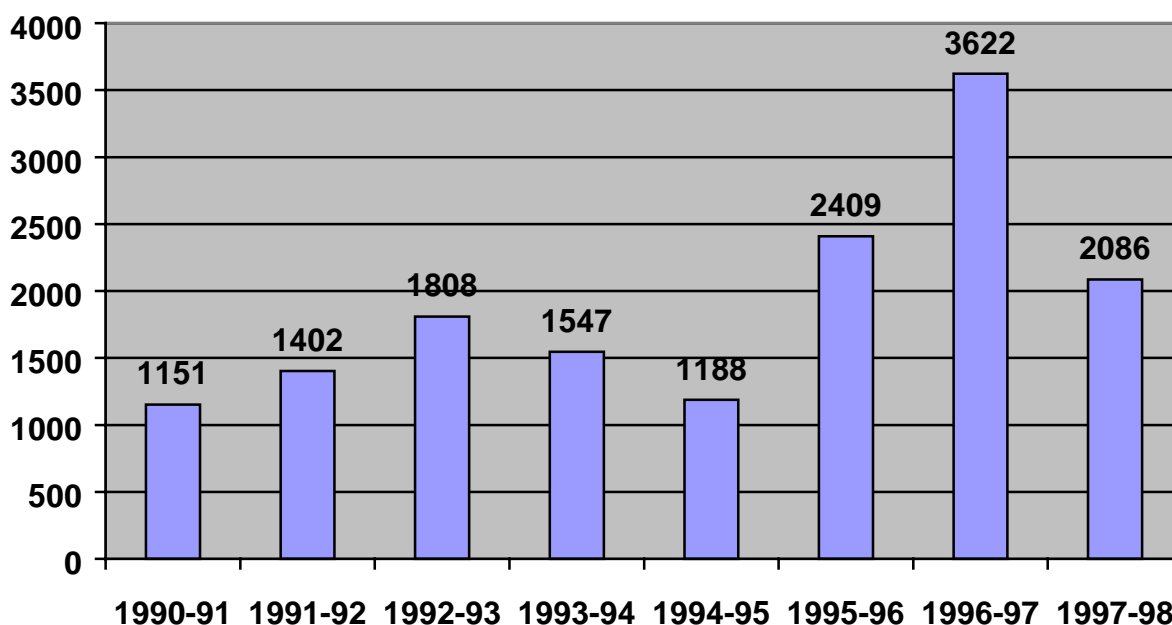
LED equipment purchases included six snowmobiles. That is an increase of one machine from the previous fiscal year, and the second fewest in six-years.



LAW ENFORCEMENT DIVISION PROSECUTION RECORDS

Statistics for all LED citations are entered into a computerized system upon final disposition—not when they are issued. As a result, the most recent records that are reasonably complete are for the 1997-98 season.

Citations by Season



Statistics for snowmobile citations were recorded in three categories through the 1993-94 season. Those categories are Operation, Registration, and Flee and Elude. Beginning with the 1994-95 season, a fourth category was added for Operate under the Influence (OUI).

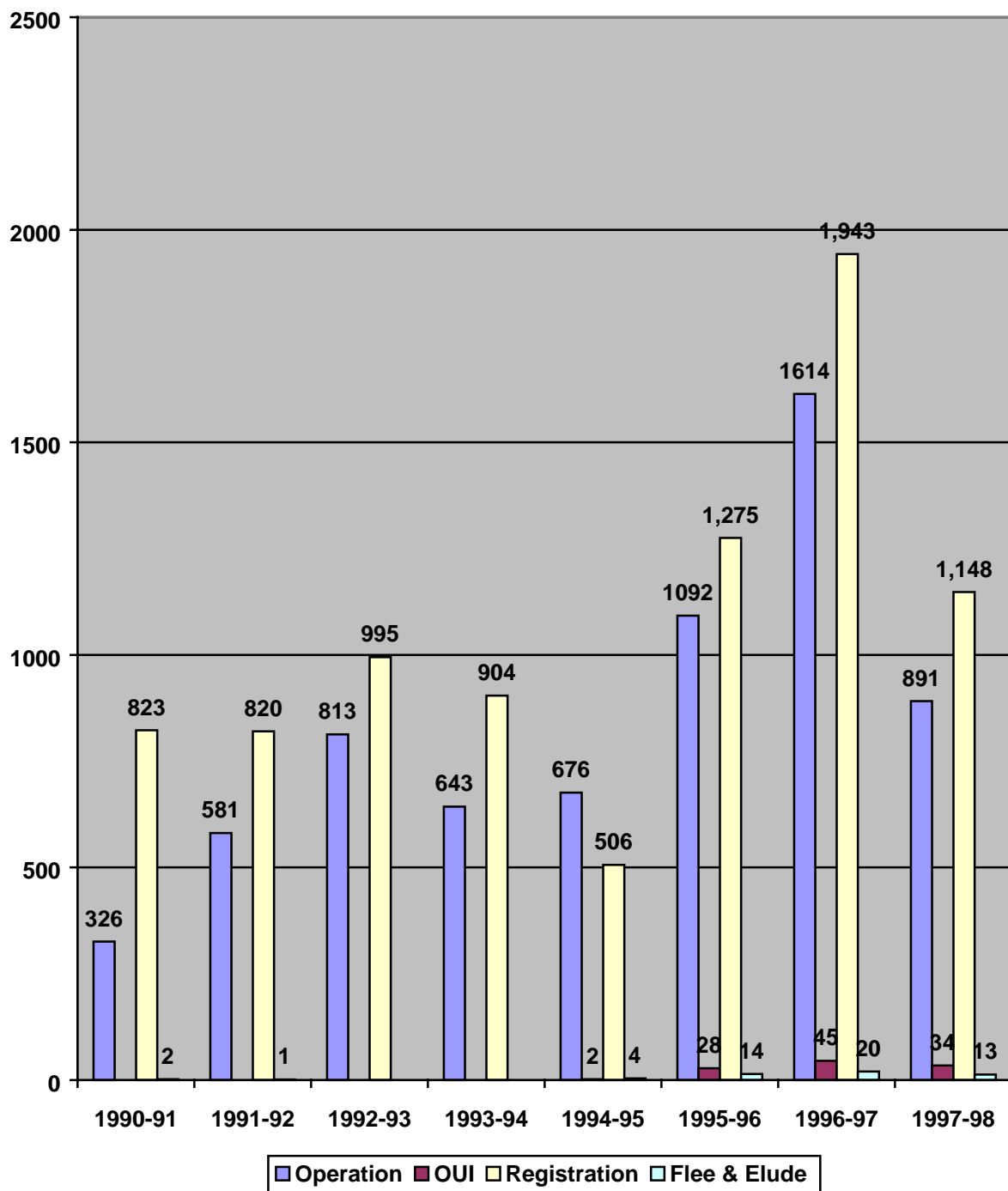
The category for Operation covers 55 different charges involving illegal operation of a snowmobile. Examples of violations in this category are: operate upon a public highway, operate against the flow of highway traffic, fail to stop before entering roadway, exceed minimum speed on ice within 100 feet of person, and operate without a crash helmet on another's property.

The category for Registration covers 16 different charges. Examples of violations in this category are: operate without securing trail permit sticker, fail to affix trail permit sticker to snowmobile, and operate an unregistered snowmobile. This category had the most citations in seven of the eight seasons shown below.

The category for Flee & Elude is only for the charge of fail to stop snowmobile upon signal of officer.

The category for OUI covers 14 different charges involving alcohol or controlled substances. Examples of violations in this category are: operate under the influence, operate when visibly impaired, and refuse to submit to preliminary chemical breath analysis (PBT).

Citations by Category



Compared to the total number of citations for the 1997-98 season, each category accounted for the following percentages: Registration 55%, Operation 43%, OUI less than 2%, and Flee & Elude less than 1%.

